

Thirteenth Annual Meeting
of the
Maritime Board of Trade

Held at St. John, N.B.

On the 21st and 22nd days of August, 1907



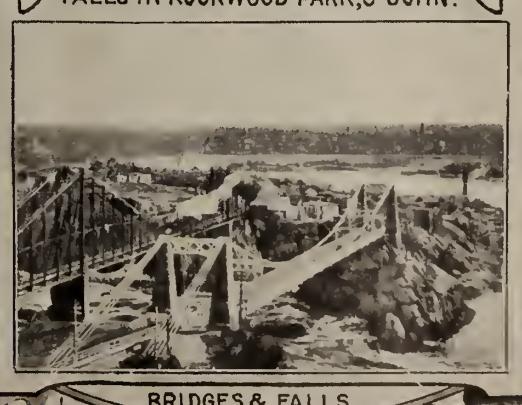
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CITY OF ST. JOHN



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Maritime Board of Trade

Currie
Splendid Annual Gathering of the Business Men in the Provinces by the Sea—Many Matters of Importance Discussed—Not Jealous of the West, But Determined That the East Will Make Good, Too—Demand for the Improvement of Transportation Facilities—The All Red Line.

The annual meeting of the Maritime Board of Trade was held last week in St. John, on Wednesday, Thursday and Friday, Aug. 21, 22 and 23. Last year's meeting at Amherst was thought to be high-water mark of success for a meeting of the amalgamated boards, but this meeting marks a new record of achievement. The attendance at this, the 13th meeting of the Maritime Board was large and representative and included many leaders of commerce and industry in the provinces. Promptly at 10.30 Wednesday morning President Fisher called the board to order, and addresses of welcome were delivered by President McRobbie, of the St. John Board of Trade; Mayor Sears, of St. John, and President Fisher. The most striking matter of the opening of the meeting

not come under their jurisdiction he thought this was a matter of much importance and that many more such institutions should be founded. He extended on behalf of the city a cordial welcome and trusted their deliberations would result in a great benefit to business men throughout the province. His worship's remarks were heartily applauded.

Programme Committee.

President Fisher then appointed the following committee to arrange the list of subjects for discussion: Rev. A. E. Burke, J. H. McRobbie, M. G. De Wolfe, Hector McDougall, A. M. Bell, F. C. Whitman and W. B. Snowball.

The Delegates.

Following is the list of delegates by provinces:

Anderton, E. W. Webster, Robert Harrington.

Kings County—A. E. McMahon, J. A. Kinsman, Geo. R. Pineo, E. Seaman.

Lunenburg—D. Frank Matheson, J. Frank Hall.

Oxford—Geo. F. Bissett.

Truro—C. E. Bentley.

Weymouth—Rev. Chas. R. Cunning.

Yarmouth—E. H. Armstrong, A. W. Eakin.

Sydney, C.B.—H. F. McDougall.

New Brunswick.

Chatham—W. B. Snowball, J. L. Stewart, Jas. Beveridge, W. S. Loggie.

Newcastle—John Morrissey, Geo. F. McWilliam.

Sackville—W. W. Andrews, F. B. Black.



St. John, the Ambitious City of the Atlantic Seaboard—Where the Maritime Board of Trade Met.



Nova Scotia.

Annapolis—F. C. Whitman, Geo. E. Corbett.

Amherst—E. B. Elderkin, R. Robertson.

Berwick—D. C. Crosby.

Bridgewater—R. Dawson, G. W. Godard.

Canso—E. C. Whitman.

Digby—H. B. Short, L. Peters.

Halifax—E. A. Saunders, A. H. Whitman, M. McHall, J. E. De Wolfe, W. A. Major, A. Y. Wilson, A. M. Bell, G. S. Campbell and H. O. Smith.

Kentville—R. H. Dodge, C. O. Allen, E. J. Ward, M. G. De Wolfe, J. C.

Woodstock—J. P. Maney, J. E. Sheasgreen.

St. John—John H. McRobbie, W. E. Foster, W. H. Throne, T. H. Estabrooks, Jas. Pender, W. M. Jarvis, W. F. Hatheway, J. A. Likely, J. N. Harvey, J. Hunter White, W. F. Burditt, H. B. Schofield, F. W. Daniel, F. E. Dykeman, G. F. Fisher, T. H. Somerville, W. H. Barnaby, Geo. Robertson, M.P.P.; R. O'Brien, John Sealy, Wm. Kirkpatrick, A. H. Wetmore, Hon. Wm. Pugsley.

Prince Edward Island.

Alberton—Rev. A. E. Burke, Jas. E. Birch, W. H. Turner.

Charlottetown—Hon. Geo. E. Hughes.

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SECRETARY'S REPORT.

Chas. M. Creed Presents His Statement of the Year's Work—Advances Made.

The venerable and able Secretary-Treasurer, Chas. M. Creed, presented his report, as follows:

To the President and members of the Maritime Board of Trade:

Gentlemen: Your Secretary-Treasurer begs herewith to hand you his report for the current year.

All the recommendations and resolutions passed at the last annual meeting were forwarded to the Ministers of the various departments of the Federal Government, those concerning local Governments were forwarded to the Premiers of same, copies of the Canadian Grocer, containing the proceedings of the annual meeting were forwarded to the Ministers of the Federal Cabinet, also to the Premiers of the local Governments, to Boards of Trade and to delegates who attended the meeting. On Nov. 8, copies of the Grocer, also all resolutions, were forwarded to the following Maritime Province members in advance of the opening of the Federal Parliament: W. S. Loggie and Dr. J. W. Daniels, New Brunswick; J. J. Hughes Prince Edward Island; Dr. J. B. Black, H. J. Logan, B. B. Law, and A. K. McLean, Nova Scotia, in order that they could become familiar with them.

On Dec. 3, shortly after the opening of the Federal Parliament, copies of the Grocer and also all resolutions were forwarded to all members and Senators from the Maritime Provinces. The correspondence with the same being, as also with various Boards, too voluminous to read, are now on the table for the inspection of members.

Annual Meeting at Amherst, N.S.

The annual meeting at Amherst, in August last, was a success, the subjects were well debated and nearly all the resolutions passed were brought forward and discussed at the Federal Parliament with good results.

Technical education has had the attention of the local Governments, and the Government of Nova Scotia are now about securing a site for the institution in this Province, and also have established a Bureau of Immigration and Publicity.

Annual Report.

The annual report was not published this year, the Canadian Grocer having such a full report of the proceedings of the annual meeting, it was used instead, at a cost of \$25, for 500 copies, it has been found quite satisfactory, has been appreciated, and quite a good sum has been saved thereby.

New Board.

Boards have been formed at Oxford and Weymouth, N.S., and have affiliated. One has also been formed at Shelburne, N.S. It has not yet affiliated, but I hope it may do so during the coming year.

Unaffiliated Boards.

The Boards of Trade not yet affiliated have had every attention paid them during the year, and I am pleased to report the Boards of Bridgewater and Lunenburg, N.S., have affiliated; also the Board of Woodstock, New Brunswick.

Reorganized Boards.

The Boards of Pictou and New Glasgow have been reorganized. Pictou Board has affiliated, and the Board at New Glasgow, it is hoped, will soon follow.

Correspondence With Board.

This has been conducted with vigor. During the year some of the secretaries have promptly responded to notices and letters, while many of them have been very slow, which has been the means of delaying the work, and it makes quite a rush as the annual meeting approaches. It is hoped, however, the secretaries will take notice and be more prompt the coming year.

Notices of Annual Meeting.

The subjects for discussion at the annual meeting were mailed to all Boards on Aug. 10, with notices of the date, place of meeting and railway arrangements for delegates, and also to the delegates from each Board.

In conclusion, during the past year as usual, everything has been done by me for the enlargement and advancement of the Board, at the same time doing all possible to assist your worthy President, in which I had the able assistance of M. G. De Wolfe, Esq., of Kentville as also that of W. E. Anderson, Esq., Corresponding Secretary, at St. John, N. B.

Accounts for the Year.

The accounts for the year are all prepared, but as several Boards will pay their per capita tax before the close of this day's meeting, they will be presented to-morrow for your approval and audit.

All of which is respectfully submitted.

CHARLES M. CREED,
Secretary-Treasurer.

Following is a list of the Maritime Boards of Trade:

Affiliated Boards:

Nova Scotia.

Annapolis, Amherst, Antigonish, Berwick, Bear River, Bridgewater, Canning, Canso, Chester, Caledonia, Digby, Dartmouth, Halifax, Kentville, Kings County, Lockport, Liverpool, Lunenburg, Oxford, Pictou, Truro, Wolfville, Windsor, Yarmouth, Sydney, North Sydney, Weymouth.

New Brunswick.

Chatham, Moncton, St. John, Sackville, St. Stephen, Woodstock, Newcastle.

Prince Edward Island.

Charlottetown, Summerside, Souris, Southern Kings (Montague), West Prince (Alberton).

Unaffiliated Boards:

Nova Scotia.

Middleton, New Glasgow, Shelburne, Pugwash, Glace Bay.

New Brunswick.

St. Andrews, Fredericton, Campbellton.

Visits to Industries.

President Fisher, informed the delegates that invitations had been received from the following industrial enterprises, to go through their premises: The Partington Pulp & Paper Co., Andre Cushing & Co.'s sawmill, The Cornwall & York Cotton Mills, T. S. Simms & Co.'s brush factory, and others. He said that letters of regret at their inability to attend had been received from the Boards at Bangor, Portland and the State of Maine Board of Trade. Forty-nine Boards were represented in this body.

Facilities would be provided, the President said, to take any members who might desire to go to the west side to view the harbor improvements.

The Secretary read a number of letters of regret at inability to attend from Sir Wilfrid Laurier, the Governors of the Maritime Provinces, Lieut.-Col. J. B. McLean, Secretaries of the Montreal, Toronto and Ottawa Boards of Trade, and the Canadian Manufacturers' Association, and several western newspapers.

PRESIDENT'S ADDRESS.

Review of the Commercial and Industrial Situation in Canada.

President W. S. Fisher then delivered his annual report. He said:

"Gentlemen of the Maritime Board of Trade:

"I would like to add a word to what you have already heard from the Mayor of the city and the President of the St. John Board, to express the pleasure it gives me in common with all our citizens, to welcome to this city and meeting so representative a gathering of the commercial, professional and industrial interests of these Maritime Provinces.

"I also wish to express my appreciation of the honor conferred upon me in electing me as your President; and hope that the same kindly feeling which has prompted this, will also incline you to overlook my shortcomings.

"Boards of Trade have been aptly termed the Business Men's Parliaments; and while they have no power to enact laws or to put into effect such legislation as they may consider desirable, yet their influence in creating public opinion and directing attention to matters along lines of public interest is very considerable and is being more and more recognized.

"The opportunity afforded by such a gathering to exchange ideas concerning the problems that face us all cannot fail but have a stimulating effect, not alone upon each individual present, but also upon the community in which he lives.

"The list of subjects that we will be

called upon to discuss covers a wide range of interesting and live topics, and are such as to demand most careful consideration before decisions are reached, in order that they may stand the test when fairly discussed by the public, in the press and before the legislative bodies to whom they will be submitted and who alone have the power to finally put them into effect.

"The Secretary, in his report, will deal with the work accomplished during the past year. I will, therefore, not attempt to discuss it; but in passing wish to pay a tribute to the zeal and earnestness he has shown in following up the work and in keeping it well before the members and Ministers of both the Federal and Provincial Parliaments.

To the West Indies.

"I also wish to place on record the hearty appreciation of the liberality of Messrs. Pickford & Black, who so kindly sent at their expense delegates from different sections of Canada to the West Indies for the purpose of discussing with the merchants and others there the development of trade between the two countries. That good results will follow there can be no doubt. As this subject is on the agenda, we will hear further particulars at a later stage.

"Our main concern now is with the present and the future. We are here to determine what can be done by mutual co-operation to improve conditions; to find the weak spots and suggest the remedies.

"The turn of the east to share in the great progress and prospects of the country, while somewhat delayed, is surely coming; and as the west fills up, attention will be drawn and capital invested to a greater degree in the development of the great natural resources of the section in which we live.

"It behoves us to help this along by being alert to every opportunity; to keep our ease well to the front; to prevent our advantages being overlooked; and so hasten the time when through this development our population and wealth may be increased and our young men made to realize that there exists for them in the east as good an opportunity for advancement and progress, as good a prospect for the intelligent man who is willing to put his shoulder to the wheel and work, as there is in any part of this broad Dominion.

Advantage of Difficulties.

"The Governor-General is just completing his tour of the Maritime Provinces and while here has given us many inspiring thoughts and has referred specially to the general prosperity and absence of poverty in evidence on every side.

"Among other things, he drew attention to the Dutch, a people who by their patient, untiring industry have overcome tremendous natural drawbacks.

"This suggests two thoughts: First, that those individuals and countries succeed best who have many difficulties to encounter; and, second, that our natural

advantages are very great, greater than perhaps we realize; and that while we have many difficulties to overcome, they are small in comparison with those that have been surmounted by others in the past.

"The lumber and pulp industries have been very prosperous for some years, and there is a much greater recognition of the increasing value of our forests, as well as a disposition through reforestation, protection from fires and, in many other ways, to preserve and increase their value as a source of future wealth.

"A new feature in this trade is the fact that a considerable quantity of spruce lumber is now being shipped to Ontario, owing to its growing scarcity in that Province.

"This fact is suggestive, as showing the possibilities in that connection and the widening market for one of our principal products.

Fruit Farming.

"Fruit farming is attracting more attention each year and there seems no reason why it should not develop enormously, situated as well as we are to cater to the export demand.

"If one might make a suggestion regarding this branch of industry, it would be a co-operative movement on the part of growers and shippers with a view to such a system of grading and packing as will ensure absolute confidence on the part of buyers.

"In the American States of Oregon and Washington, co-operative apple growers' associations exist, and have accomplished a great deal for their members in establishing a uniform standard of quality, and, as a result, securing the very highest market prices.

"The establishment of evaporating factories now under way at different points in the apple growing districts, will help this very much by providing a market on the spot for the poorer grades.

Cold Storage.

"Another movement marking a distinct advance is the establishment of cold storage facilities at central shipping points, which will prove of great advantage in handling fruit, fish and other products specially.

Fishing.

"The fishing industry, which employs many thousands of our population, is of great importance, as shown by the statement that the annual yield is valued at fourteen millions of dollars. On the agenda paper several topics under this heading appear, which will, no doubt, be so fully debated as to throw much new light on a topic of such deep interest.

Mining.

"The coal industry of Nova Scotia has grown with great rapidity during the past few years, the output for the past season being in the vicinity of six million tons. Unfortunately, labor and other troubles exist at present in some of the most important centres, which,

let us hope, will soon be settled in such a way as to ensure prompt resumption of work and such an agreement for future operations as will be fair and equitable to all interests.

"In New Brunswick the past year or two has seen considerable increase in the quantity and improvement in the quality of coal produced; and it is said the prospects for future development are excellent.

Transportation.

"Canada, forming as it does a long and comparatively narrow strip of country, the question of cheap and rapid transportation is one of the utmost importance. With one complete line of railway from ocean to ocean, which, with its ramifications makes a total of over 10,000 miles, and two other trunk lines in course of construction, the interior development is being well provided for.

"To supplement this excellent work and to complete these chains of communication so as to make it possible to carry on the entire commerce of the country over its own rails and through its own ports with the maximum of despatch and the minimum of expense, and also to secure that share of the all-round-the-world trade in passengers and freight that our geographical position entitles us to, no effort should be spared and no expense considered too great for the country to undertake in improving our ports and making their approaches safe and easy.

"Much has been done to improve the St. Lawrence route, that most important of Canadian highways. Much still remains to be done. Something also has been done in equipping the ports of the Lower Provinces which afford the only entrance or exit for the Dominion for six months in the year. Much more is required. The United States Government spends millions every year in deepening the channels and improving the harbors of Portland, Boston, New York, Philadelphia, Baltimore and New Orleans; and these ports have captured far too large a percentage of our ocean traffic. If we are ever to become independent of them we must do as they have done. It means much for the future of the country and no question is of greater importance. It is not a matter in which the Maritime Provinces alone are interested; the wellbeing of the whole of Canada is involved. Unless this work is done promptly, it will be impossible to capture the rapidly growing traffic of the Northwest and keep it within Canadian channels.

Building of the West.

"We are deeply interested in and immensely proud of the development and prosperity of the West, and have for many years cheerfully contributed by heavy drafts upon our pockets and upon our population to its up-building, looking forward to the time when we would secure our share of the wonderful prosperity that its growth has brought to the whole country. As Sir

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Wm. Van Horne so well put the case a few years ago, when referring to the slow development of our ports, he said: 'We have enlarged the hopper and not the spout.' It is not a safe thing that we should continue to be dependent to so great an extent upon the ports of a foreign country. Therefore let us urge that the cause be removed. The case is strong and the matter important.

"Do the people in Ontario, Quebec and the western portions of the Dominion realize how necessary a link we are? Do they fully recognize that without the Provinces-by-the-Sea there would be no exit or entrance for passengers, mails or freight for six months of the year, excepting through the ports of another country? And that the tremendous development in the foreign trade that is being looked forward to with such promise, would be impossible? If not fully cognizant of the importance of the Maritime Provinces to the full development of the country at large, should this not be made clear?

"There is no need for us to be overmodest in pressing our case. Let us make every effort to impress upon the governing powers that no time should be lost in having our ports and approaches so equipped that the expressed policy of Sir Wilfrid Laurier—that he would not rest satisfied until every pound of Canadian freight should be carried through Canadian ports and over Canadian railways—can be carried into effect.

The All-Red Route.

"Before leaving the question of transportation, brief reference should be made to the All-Red Route, the practical outcome of the agitation for years for a fast mail service on the Atlantic. The great importance of this movement to the country is recognized and the question is absorbing much attention throughout the Empire, and if carried out, as proposed, will be fraught with great results.

"The question of better communication between Prince Edward Island and the mainland, a matter of great moment to those on both shores, appears on the agenda, and will, with the above, be discussed in due course.

Agricultural Development.

"Our agricultural development is not what we should expect or what the opportunities demand. We are not producing nearly enough for our own needs. We are every year bringing in from Ontario and Quebec large quantities of oats, beans, bacon, poultry, beef, onions, cheese, butter, lard, etc.; whereas we should not only be producing all we need for home consumption, but in all these lines and many more we should have a large surplus for export for which we are so admirably situated.

"A glance at the list of Canadian exports or a visit during the winter to the export warehouses in St. John and Halifax, will serve to show the vast

quantities of these goods being exported by Ontario and Quebec.

"Why is it that our farmers are so little alive to the opportunities offered them through the excellent market right at their doors, as well as to the still greater market abroad for our surplus products, which, geographically, we are in such an unequalled position to cater to?

"The only Maritime Province that is to-day producing a surplus of food products is Prince Edward Island, mainly owing to the fact that farming there is carried on on a more scientific basis, which proves what could and should be done in the other Provinces as well.

"It is worthy of note in this connection that the counties of Carleton, Victoria and Madawaska, in New Brunswick, are developing a large trade in potatoes with Ontario, where, it is stated, they cannot be grown to so good advantage and where the quality is not so good.

Future of Dairying.

"Another reference in passing might also be made to the development in dairying that is going on in Sussex, where last year several hundred thousand dollars were paid out for milk and cream by one concern alone whose further extension is solely a matter of increased capital. A great deal more might be said to emphasize the need and the opportunities, but this is not necessary as the facts are patent to us all. It would seem that a more aggressive agricultural policy would in a large measure gradually remedy this and by infusing more life into the farmers through agricultural societies and farmers' institutes, awaken a more lively and intelligent interest in their vocation, which is the chief and most important of all and the real basis of our greatest prosperity and progress.

"Much is said and written deplored the tendency of the young people to leave the farms and drift towards the cities because of their apparently greater attractions. With the spread of that practical education referred to elsewhere and the awakened intelligence and interest aroused in farming pursuits in consequence, as well as the better financial returns which will follow, life on the farm will be made much more attractive.

"In addition to this, the extension of the telephone into the rural districts, the advent of better roads, with improved and more frequent mail service, will do much to remove that sense of isolation which is now an important factor in deterring young people from remaining on the farms.

Immigration.

"In the past we have been rich in men, have done our share in providing men of great breadth of thought, who have been important factors in creating, cementing and developing this Dominion. Of this same material we may feel sure the supply will not fail. For many years, unfortunately, quite too many of

our young men found it necessary to seek their fortunes in the adjoining republic; and go where you will, you will find they are rendering a good account of themselves. For some time past the current has changed and those of our young men who seek other fields and what appears to them greater opportunities, are finding their way to our own West. While we regret the fact that so many leave the Maritime Provinces, it is a great satisfaction to know that they are helping to build up and develop our own country.

"What can we do to fill up the vacancies thus made and thus maintain a population sufficient to develop our own resources? How can we better do this than by making a greater effort to secure our share of that stream of immigrants who are flocking to our shores, seeking that freedom and opportunity which they fail to find at home? Very few of these know anything of the Maritime Provinces or of the openings that exist for them here, mainly owing to the fact that in the advertising matter issued in the past by the Federal Government little or no reference is made or information given about this section, their effort having been concentrated in exploiting the West.

"Our board has been urging for years that this be remedied and it is gratifying to note that the Dominion immigration authorities have at last awakened to the need, and at the present time have a staff collecting illustrations which it is understood will, with other necessary information, be used in the advertising matter to be distributed abroad in the future. If this is done, and the local government of the Lower Provinces co-operate in offering inducements and in making known what we have to offer, good results must follow.

Co-operating With the Army.

"Within the past year the several provincial governments, co-operating with the Salvation Army, have secured some very good citizens from among those whom this excellent body have been instrumental in bringing across the ocean; but much more remains to be done.

"We have not been alone among the eastern provinces in feeling the drain and consequent scarcity of labor, owing to this outflow to the far west, as in Ontario, also, this became so serious that some years ago the government there, assisted by the Dominion Immigration Department, started a special colonization bureau to procure settlers who would replace those drifting westward, with the result that last year more than 30,000 over-sea emigrants were secured and are now chiefly settled in the agricultural sections of that province. This year they expect a large increase over last; and, as we have as much to offer as Ontario, why should we not take a leaf out of their book?

"There are many thousands among the sturdy, industrious people of Northern Europe whose conditions of life are hard, and who would be glad to come to these provinces and make their home

among us if the proper effort were made to show them what the opportunities are and to give them such encouragement as they need to induce them to come; and when here, to get them started on the right lines.

Technical Education.

"Technical education is a subject of great moment and one that is absorbing much attention. What has been done for years in Germany, Great Britain, and the United States, and what is now beginning to be done in Canada, shows the deepening interest taken by educationalists the world over in providing that practical education which teaches not only the value of dignity of labor, but that theory and practice must go hand in hand in securing that all-round training so needed to develop the best in man. To train boys and girls in merely literary accomplishments to the total exclusion of industrial, manual and technical training, tends to unfit them for industrial work, and in real life most work is industrial. The calling of the skilled tiller of the soil or of the skilled mechanic should alike be recognized, just as emphatically as the calling of the lawyer, the banker or the merchant. The abandonment of the old apprentice system has resulted in a great scarcity of trained mechanics and this lack must be made up by the trade school if we are to hold our own in industrial pursuits.

"Nova Scotia is moving in the right direction through the Government Agricultural Institute already established and the Technical College about to be. Sir Wm. Macdonald has done much for the country in establishing in each province consolidated schools with excellent teachers and departments devoted to manual training, domestic science and school gardens, supplemented by careful indoor studies in agricultural and other lines. We also are aware of the great work he has done at McGill and at Guelph, and is now doing at St. Anne de Belliveau. These are movements that will prove a great boon in fitting the coming generation to grapple with the problems confronting them as they take their places in the ranks of the workers.

Industrial Situation.

"With raw material such as coal, iron, lumber, etc., in abundance; with a climate in which men can work in comfort at all seasons; with an intelligent people available as operatives; with good facilities for gathering together the necessary raw materials at many points; with good local markets for many lines now imported; with excellent steamship services to the largest markets abroad; with a rapidly growing market in our own West, the opportunities for industrial development are not lacking.

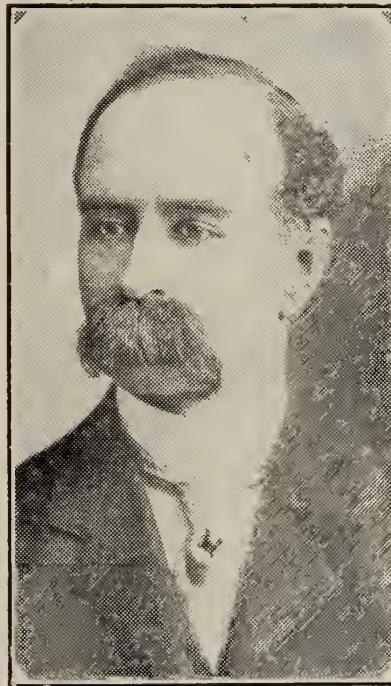
"At the present time more than one hundred manufacturing firms in these Provinces are shipping goods to western points and the number of these is constantly growing. Ten years ago the number of our manufacturers doing business outside the limits of the Maritime

time Provinces could almost be counted on one's fingers. It means effort and the expenditure of labor and capital to obtain a foothold there; but when we consider the prospect, is it not worth while?

"What is the prospect? The present population of Canada is estimated at six millions in round numbers. The immigration this year will likely exceed 300,000. At all events, we are safe in figuring that during the next ten years it will at least average that number; thus making a total increase during that time from immigration alone of three millions or more. Add to that as a conservative estimate the natural increase after all allowances at an average of one hundred thousand yearly, and we will have a total population in Canada ten years hence of not less than ten millions.

Immigration as Wealth.

"It is estimated that every immigrant is worth to the country not less than one



GEO. E. HUGHES
of Charlottetown P.E.I. the newly
chosen 1st Vice-President of Mari-
time Board of Trade.

thousand dollars, which—if correct—means an increase in our natural wealth from immigration alone, of three hundred millions yearly.

"Think what this vast accession to our population and wealth means in increased demand for every conceivable class of goods, especially when it is remembered that practically all this new population is made up of adult workers who require everything from the ground up. Is it not, therefore, well worth our determining to secure a share of the trade in manufactured goods that this growing market will afford?

"Referring briefly to the industrial growth around us, it is only necessary to

mention one or two examples of what is possible. Amherst, where we met last year, and where is seen the result of the work of a few progressive spirits, is again in the van this year in being the first section to carry into effect Edison's scheme of producing electric power at the pit mouth and transmitting it by wire direct to the factory; the Sydneys, where two of the greatest iron and steel industries in Canada have been developed in the past ten years. These might be enlarged upon or others given, but are sufficient as examples of what can be done.

"It is surely very clear that in this, as in the exploitation of all our opportunities, we have touched only the very fringe, and that it only needs men with the requisite knowledge and possessed of the right parts to take hold and secure results.

"For this the money should be easily available. We know from experience that when some well spoken gentleman from a safe distance appears with an alluring promise of high returns and waves his magic wand, the wherewithal is not lacking. If some of this surplus wealth which during the past has been lost in experiments of this kind, had been invested at home, the results both to the country and to the individual would have been much better.

Federal Insolvency Law.

"Before concluding, I wish to draw attention to the need that exists for a general insolvency law that will apply to the whole Dominion, looking to the proper protection of creditors and to the equitable distribution of insolvent estates. This is becoming more urgent as trade between the different sections of the country develops. Those firms who are doing business in every Province find the present system very troublesome, and the number of these is increasing rapidly. The present laws are inadequate. The merchant wants no uncertainty as to his rights and at present there is such, owing to the variety of laws in existence in the different provinces.

Summing Up.

"To sum up, how shall we secure that measure of progress and prosperity which should be ours?

"First, through the development of our rich natural resources; viz.: agriculture in all its branches; mining, lumbering, fishing.

"Second, through the development of our manufacturing industries.

"Third, through being on the highway of the all-the-world-round traffic, and by holding the key to the position as providing the only access from the interior to the Atlantic on Canadian territory for six months in the year.

"Where in the whole of Canada or elsewhere can be found a pleasanter country in which to live, a happier and healthier people, more real comfort and fewer drawbacks, than in the Maritime Provinces? As with men, so with communities; it is the strong, hopeful one that wins. Let us, therefore, strike a more hopeful note. Let us more fully

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realize the advantages we possess. Let us abandon any inclination towards pessimism, and with that courage born of faith and common sense, co-operate in securing our share of the progress and prosperity with which this country is being so abundantly blessed."

Mr. Fisher was cheered and applauded as he sat down.

Maritime Union.

The president called upon C. A. Duff-Miller, agent-general of New Brunswick, in London, and Hance J. Logan, M.P. for Cumberland County, N.S., to address the meeting.

Mr. Miller had left the meeting, but Mr. Logan made a few very interesting remarks. He thought there was more business on the list than could be gone through with properly, and said he had noticed that oftentimes matters of importance were rushed through without thought. The Maritime Provinces should be bonded more closely together and not pull so much for the separate Provinces. He was always ready to work in the interests of the Maritime Provinces, not Nova Scotia alone. He referred to the new electrical power plant at Chignecto Mines by which the Amherst industries were supplied with power.

The list of subjects submitted by the committee was then taken up.

The All-Red Line.

The first subject discussed was the All-Red Line project of a fast line to the Orient through Canada. G. M. Campbell, of the Halifax board, introduced the subject. He said he thought it was generally realized that such a line would be a great help to Canada, and in particular to the Maritime Provinces, as the terminus would be down here.

At present nearly all notable people and bodies of men coming to Canada do not see the Maritime Provinces at all. This line would make us better known. In Halifax they had been making strenuous efforts the past few days to induce the British journalists, now touring Canada, to come here for a day, and they had made satisfactory arrangements to that effect. If the proposed line were inaugurated, all such bodies would pass through the Maritime Provinces. He said he wouldn't ask them to endorse Halifax, as the western terminus, but asked that the resolution be adopted in some shape, so that the feeling of the Maritime Provinces might be known.

The resolution was seconded by M. G. De Wolfe, who said he thought the matter a most important one, not only to the seaboard towns, but inland as well.

A. M. Bell, of Halifax, also spoke on the subject, referring to the remarks made by Earl Grey at Halifax, that England had made a colossal blunder in subsidizing the Cunard steamers at the enormous amount that they had given them. He thought the proposed scheme would be a great benefit to the Maritime Provinces and Canada.

Geo. Robertson also spoke on the subject, and the resolution was unanimously adopted.

It reads as follows:

"This convention of the Maritime Board of Trade, believing that fast high-class mail, passenger and express freight service between the British possessions would be of immense material and political advantage to Canada and all ports of the empire, hereby heartily endorses the 'All Red Line' project proposed by the Premier of Canada, and unanimously adopted, at the recent Imperial Conference held in London, and urge the Canadian Government to take all possible steps to hasten the inauguration of the scheme."

The second subject—a national banking system, introduced by the Chatham board, was laid over for consideration later on.

Cold Storage in Steamers.

A resolution favoring the installation of cold storage facilities in steamers plying between ports in the Maritime Provinces and Newfoundland was presented by Hon. Geo. E. Hughes, of Charlottetown, and seconded by Hector McDougall, of Sydney. It was discussed at length by a large number of the members present including Rev. A. E. Burke, Hon. Wm. Pugsley, Hance J. Logan, M.P.; J. E. Birch, J. E. De Wolfe, Joseph Likely and others. Several changes and amendments were suggested, and the sense of the resolution as finally adopted was that the Federal Government should see that subsidized freight steamers plying between the ports of Prince Edward Island and Sydney and of Newfoundland be equipped with cold storage facilities.

There was a lengthy discussion on the question of some changes in the Canadian coinage, but the matter was allowed to lie on the table.

WEDNESDAY AFTERNOON.

The Railways and Express Rates—Pulpwood Export.

At the opening of the afternoon session, W. B. Snowball, of Chatham, announced that the member from their board who was to have submitted a resolution on "A National Banking System" was not present, and he thought that subject had better lie over.

E. H. Armstrong, of Yarmouth, brought up the subject of the advisability of the Dominion Government taking over the railways of western Nova Scotia and making them a part of the Intercolonial system. He referred to the great passenger traffic at Yarmouth by steamer and also by rail.

If the I.C.R. was to be a government road, he thought the roads in western Nova Scotia should be taken into the system. There were two railways in Nova Scotia, the D. A. R. owned by English parties, and the Halifax and Southwestern owned by McKenzie & Mann. He said that the eastern part of the province and New Brunswick had received more from the government in the I.C.R. than had the western part of Nova Scotia. The I.C.R., he said, was built to bind together the four provinces, Quebec, Ontario, New Brunswick and Nova Scotia. The western part of Nova Scotia had contributed more than its share in the expense of building this road, as it was

not served as were the other districts. The I. C. R. had been extended to various towns of the eastern part of the province, and if it was good for the east it was good for the west.

He quoted Hon. H. R. Emmerson as advocating the extension of the I. C. R. by taking in branch lines, and claimed that the pro rata cost of the western railways was below that of any other railway in Canada. If this was so, the I. C. R. could to advantage take over these railways. He then read a resolution, which was seconded by H. B. Short, of Digby. Mr. Short pointed out that only three freight trains a week passed between Digby and Yarmouth. He heartily endorsed the arguments of Mr. Armstrong.

W. Frank Hatheway also cordially endorsed the proposal that the I. C. R. should take over these lines. He hoped the resolution would be carried unanimously.

All the Branch Lines.

H. J. Logan, M.P., thought that the resolution should include all the branch railways in the Maritime Provinces. He could think of several in New Brunswick and one or two in Nova Scotia that he did not think the people along the lines would object to having the I. C. R. take over. Many of the roads were unsafe. He was strongly in favor of all these small roads being taken over by the I. C. R.

The resolution, as amended, was as follows: "That in the opinion of this Maritime Board of Trade, it would be greatly in the public interest and to the advantage of the Intercolonial Railway, if the Federal Government were to acquire by purchase or lease the railways of western Nova Scotia, and also the branch lines connecting with the Intercolonial Railway in Nova Scotia and New Brunswick, and to operate them as part of the Intercolonial system, and that the government be urged to take the necessary steps to acquire such railways, provided, the same can be purchased or leased on reasonable terms, based not merely on the original cost, but also on the earning power of the lines."

F. A. Dykeman also spoke in favor of the small roads being taken over by the government. The resolution, he said, should be changed to take in all branch lines. W. B. Snowball spoke in support of the resolution being enlarged to take in all small railways. He referred to improved conditions on small lines that were taken over by the I. C. R. Frank Black, of Sackville, thought the resolution was too local and should be broadened to take in all lines. He knew, for instance, that people along the line of the Cape Tourmente Railway would not object to the line being taken over by the I. C. R. Mr. Armstrong, the mover of the resolution, said he was agreeable to changing it to embrace all branch lines if the members wished it. It was then decided that the matter should lie over for a time to see if it could be drafted in more suitable form.

Express Rates.

Hon. Geo. E. Hughes presented a resolution asking for an improvement in the express rates, as now in force in Prince Edward Island. The Canadian Express Company, he said, was now the only company doing business there and

it had a monopoly. Rev. Father Burke seconded the resolution and cited instances of excessive charges for sending away shipments of fresh fish. The result of these exorbitant rates was to kill the trade in fresh fish as far as Prince Edward Island was concerned.

Mr. Wilson, of Halifax, who was interested in the fish trade, spoke of difficulties in getting fair express rates when only one company was doing business in the territory. He cited a number of instances of unfair charges. W. B. Snowball advocated that the resolution be so enlarged that the I. C. R. should grant running rights to all express companies.

H. B. Short, of Digby, spoke of the difficulties experienced at Digby, and urged that the resolution should take in all subsidized steamers as well as railroads. A. J. Logan, Amherst; J. E. DeWolfe and G. S. Campbell, Halifax, also spoke on the question.

Position Reaffirmed.

Mr. DeWolfe read a resolution on the subject which was passed at the meeting in Moncton in 1904, and on motion it was reaffirmed. The resolution read as follows :

"Whereas, under the Railway Act all express companies may have same privileges over all railways in Canada, except over the Intercolonial Railway, and

"Whereas, under the contract between the government and the Canadian Express Company, paragraph 15, stipulates that this agreement is subject to the condition that equal facilities and equal terms shall and may be granted to any or all express companies which may contract with his majesty for the conduct of an express business over said railway, or any part thereof, and

"Whereas, over the I. C. R. between Montreal and Moncton, and from Truro eastward in Cape Breton and in Prince Edward Island, there is only one express company permitted to do business, and

"Whereas, the shippers of fish and other merchandise from eastern Nova Scotia and Prince Edward Island, and shippers of fruit from western Canada to points on the I. C. R. east of Truro are handicapped by being shut out from a competing express service and compelled to pay extra rates of carriage, and

"Whereas, numerous resolutions have from time to time been addressed to the government asking that the Dominion Express Company be granted same privileges over government railways as are granted to the Canadian Express Company ;

"Therefore, resolved, that this Maritime Board of Trade endorse said resolutions and urge upon the government the early granting of said privileges to other companies than that one now having the monopoly of the express business ;

"Further, resolved, that copies of this resolution be forwarded to the Minister of Railways and Canals, Minister of Finance and maritime members at Ottawa."

I. C. R. and Branch Lines.

Mr. Armstrong, of Yarmouth, at this point presented his resolution on the subject of the I. C. R. taking over branch railways, in which he had made

several changes as suggested in the discussion previously.

Hon. Mr. Pugsley thought the board should not pass the resolution without inserting a clause that the government should only take over the branch lines on paying a "reasonable" price for them.

Mr. Whitman, of Annapolis, claimed that the board was only offering a principle, and of course the government would use its best judgment in whatever action they took. Mr. Armstrong also spoke along the same lines and urged the adoption of the resolution.

Alderman Baxter thought the McKenzie & Mann roads would not generally be considered branch roads. There was a probability that McKenzie & Mann would build a line down the St. John valley ; it would not be a branch road, but probably part of a transcontinental system, and it wouldn't be expected that the I. C. R. should take it over. He thought the resolution should be worded differently.

Hon. Mr. Pugsley said he was strongly in favor of the government taking over branch lines, but he thought that they should put in the resolution the words "at a reasonable cost."

H. J. Logan, M.P., thought there was but little difference between the suggestions, and it might be well if the mover of the resolution and those who desired it changed somewhat, should get together and draft it up in suitable form. On motion of Ald. Baxter, it was decided to allow the matter to stand over until Messrs. Armstrong, Pugsley, Short and Logan will present a new resolution to the meeting, embodying the changes suggested.

Pulpwood Export.

The next matter taken up was " the export duty on rossed pulpwood," presented by W. B. Snowball, of Chatham. The resolution was as follows :

"Whereas, it has been the policy of the Federal Government to encourage and promote manufacture within the bounds of the Dominion by duties sufficiently high to keep out foreign manufacture, and by bounties to encourage the use of home raw material, and

"Whereas, the Federal Government has expended large amounts to promote agriculture and to boom the western country, and to encourage emigration from the motherland and foreign countries ; and

"Whereas, we have within the bounds of our eastern Canada as a natural product, spruce pulpwood, capable of providing employment for a large number of our present people, and for many who may come to find homes here at profitable wages, instead of going west and thus populating our eastern provinces ; and

"Whereas, this wood is being raised in New Brunswick, Nova Scotia and Quebec, and shipped in that state to the United States to keep their pulp mills running.

"Therefore, resolved, that this Maritime Board of Trade is of the opinion that the exportation of pulpwood should be prohibited by the Federal Government."

Mr. Snowball advocated that a prohibitive export duty be put on pulpwood, so that manufacturers would be induced to come here instead of taking

the wood out of the country and manufacturing it elsewhere.

In Chatham, there was a rossing plant that provided more pulpwood than could be used by the mill there now, and other mills should be built there. He thought also that paper should be manufactured here as well as the pulp. No raw materials should be allowed to cross the border.

Mr. Ward, of Kentville, in seconding the resolution, gave some interesting information on the scarcity of spruce in Nova Scotia, which is used for pulp. He thought no rossed pulpwood should be exported, as the forests would soon be depleted.

Pulpwood Silk.

Mr. Andrews, of Sackville, showed to the members a piece of black silk made from pulpwood. He thought there was a possibility, some time in the future, of Canada manufacturing goods of that kind.

James Beveridge, of the pulp mill at Chatham, also spoke on the subject of pulpwood and the manufacture of pulp. He thought this board should support the resolution so ably put forth by Mr. Snowball.

Geo. Robertson, M.P.P., spoke interestingly of the uses to which the product of pulp could be put, and he thought it would be only a matter of time when Canada would be manufacturing clothing, shoes and other products from pulp.

Should Prohibit Export.

H. B. Schofield, of the St. John board, said he hoped the time would come when the exporting of pulp would be prohibited altogether, and all the paper and other materials made from the pulp be manufactured in Canada. J. C. Anderson, of Kentville, also spoke on the subject, and Mr. Dawson, of Bridgewater, urged that the resolution should deal with all pulpwood, not only with the "rossed," i.e. that from which the bark has been removed.

F. C. Whitman, of Annapolis, and Mr. Pineo, of Kentville, also discussed the subject, and it was pointed out that the resolution would prevent individuals from selling their woods as they might wish.

Mr. Snowball said he had no objection to striking out the word "rossed." He did not know that any but rossed pulpwood was exported. Regarding the contention that private owners would be prevented from selling their wood as they wished, he said it was a matter of national interest and they should deal with it in a broad manner. They should not let their private feelings come in a matter of this kind.

J. H. Whitman, of the Halifax board, submitted a resolution to the effect that a fisheries board should be appointed along the lines of the fishing board of Scotland, to act under the department of marine and fisheries for the regulation and control of the Canadian Atlantic fisheries. He spoke at some length on the subject and cited many instances to show that an inspection of fish and packages for shipping them was needed.

Mr. Eakin, of the Yarmouth board, in seconding the resolution, presented another dealing with the lobster fisheries and their preservation.

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Some, he said, advocated having a size limit on lobsters of $10\frac{1}{2}$ inches, others advocated closing the fishing for a period of five years. His own view was that pounds might be provided near the canning factories, where a government inspector could measure the lobsters, and all those under size could be put in the pound. For a diet they could be fed on pickled dogfish, and this would help to do away with this dogfish pest. He strongly favored the resolution submitted by Mr. Whitman. He read a paper dealing exhaustively with the lobster question which was heartily applauded.

Mr. Wilson, of the Halifax board, also spoke at length on the subject, and quoted statistics to show that a fisheries board would be a benefit. Geo. Robertson, M.P.P., M. G. DeWolf, of Kentville, and F. C. Whitman, of Annapolis, also spoke on the subject.

As it was then six o'clock, it was decided to defer further discussion until the evening session.

WEDNESDAY EVENING.

The Lobster Fisheries Question—Maritime Provinces as a Home.

At the evening session the debate on the resolution presented by Mr. Whitman, of Halifax, on the fisheries question, was resumed. H. B. Short, of Digby, strongly supported the resolution. He thought steps should be taken at once to protect the lobster fisheries.

W. S. Loggie, M.P., of Chatham, said he could not agree with the gentlemen who had spoken on the subject. He thought the interest in lobster fishing was not waning, and that the government was taking every reasonable precaution to protect the fisheries. He thought a greater danger was the pressure that was being brought to bear by people in Nova Scotia to increase the number of factories. There were factories enough, but they wanted more hatcheries. However, if it was felt that a fishery board would be an improvement to the fisheries he would give it his hearty support.

The president said a letter had been received to-day from E. C. Bowers, a member of the fisheries commission, which had been handed to the gentlemen who had this matter in hand. F. C. Witman then read some extracts from the letter, in which Mr. Bowers advocated the establishment of a fishery board, free from political influence.

Mr. Wilson, of Halifax, read some extracts from a lobster canner in Cape Breton, showing that the supply was falling off. John Sealy, of St. John, followed in a few remarks, in which he advocated the forming of a fishery board to regulate the fishing of this section. The board should be free from political influence.

W. F. Hatheway also spoke on the subject, and among other things said he thought a plant for turning the dogfish into fertilizer might be established between this city and New River. Mr. Whitman, of Halifax, gave some further information on the matter of for-

ing the board as referred to in the resolution.

The motion was then put and carried as follows: "That this meeting of the Maritime Board of Trade endorses the movement for the appointment of a fisheries board to act under the department of marine and fisheries for the regulation and control of the Canadian Atlantic fisheries, and that steps be taken to have this important matter acted upon at the next session of the Dominion Parliament."

The Modus Vivendi.

Mr. Wilson, of Halifax, brought up the matter of the abrogation of the modus vivendi and submitted a report reaffirming the resolution of last year which was referred to a committee to report. This report was read by Mr. Wilson and a letter from Mr. Whitman, of Canso, another member of the committee, was read. Mr. Wilson also read extracts from the speech of A. K. McLean in parliament, giving reasons why



A. M. BELL, HALIFAX.
New President of the Maritime Board of Trade.

the act should be abolished. Mr. Wilson moved the adoption of the report, which was seconded by Mr. Stewart, of Chatham, and carried.

The report was as follows: "Your special committee on the modus vivendi beg leave to report that it is highly in the interests of the Canadian Atlantic fisheries that the Dominion Government abrogate the same, until such time as the Government of the United States is disposed to negotiate a new treaty.

S. Y. WILSON
J. W. STEWART
F. C. WHITMAN."

George Robertson M.P.P., in introducing a resolution embracing a number of the subjects from various boards of trade, spoke of the natural resources of the Maritime Provinces and reviewed conditions of many years ago up to the present time. He deplored the fact that so many of our young men were leaving the country and going to the

west. He had many industries but not enough of them apparently to keep the young men here.

Maritime Provinces Neglected.

"We must," he said, "take a grip on this enormous depletion of our Maritime Provinces." The tide of immigration, he said, was setting altogether to the west and the Maritime Provinces were being given the go-by. What the Maritime Provinces wanted was a good class of immigrants from the British Isles. He rose to heights of eloquence in referring to the Maritime Provinces as a home for settlers, and his remarks elicited frequent applause.

F. L. Potts, of St. John, spoke of the flowery eloquence of previous speakers and referred to the fact that the expense of living here had increased fifty per cent. of late years. He was going on to tell that what was needed in this province was more manufacturing industries when he was reminded by the president that the resolution submitted by Mr. Robertson had not been seconded and was, therefore, not yet debatable, and also that only delegates were supposed to speak on the subjects before them.

Mr. Potts apologized for his action and took his seat. The motion was then seconded by Prof. Andrews, of Sackville, and carried.

Maritime Advantages.

The resolution was as follows:

"Resolved, That the Maritime Provinces, with their rich and varied resources, afford in farming, lumbering, fishing, mining and manufacturing, and in commercial life and other spheres of activity exceptional opportunities for the obtaining of a comfortable livelihood, and the making of pleasant homes with all the surrounding essentials to the highest degree of happiness. That there are here great opportunities for development and progress, and that all reasonable efforts should be put forth by the various provincial governments and municipalities as well as by the federal administration, to induce our young men to remain at home, and also to divert to the Maritime Provinces a portion of the ever increasing stream of immigration which is now flowing from the motherland and other European countries to the Canadian west."

Technical Education.

Prof. Andrews, of Sackville, introduced a resolution on technical education, the public support of schools—common, consolidated and technical colleges, the relation of industries of N.S. and N.B. to this question, and the value of such education for provincial revenue. Among other remarks he spoke of the probability of a chair of forestry being established in the U.N.B. Some arrangement, he thought, should be made whereby the three provinces could work together in the matter of technical education.

Frank Black, of Sackville, seconded the resolution, endorsing the remarks of Prof. Andrews.

A. H. Wetmore, of the St. John board, spoke in favor of the resolution, and thought that New Brunswick should do its part in forming a technical college for the three provinces. He was in favor of making the matter national in its character. He referred to the system of technical education in Norway and the colleges in the United States.

G. S. Campbell said he thought the resolution placed Nova Scotia in an awkward light. Their position in N.S. was now this, that they were about to get what they wanted in a technological college. This resolution would have the effect of asking the legislature of N.S. to discontinue their work on the institution now to be built in Halifax. He suggested that N.B. and P.E.I. should erect schools or that the scholars from these provinces should attend the school at Halifax.

Prof. Andrews said it was not the intention of the resolution to stop the work in N.S., but to get the three provinces interested in having a central college somewhere. He did not want to touch at all on the location.

E. B. Elderkin, of Amherst, spoke in favor of the resolution and thought the matter of location should be left to the authorities of the three provinces. E. H. Armstrong, of Yarmouth, said he would have to take the same objections to the resolution as had Mr. Campbell, of Halifax. Nova Scotia had already provided for the building of a college for a higher technical education. New Brunswick and P.E.I. should also establish colleges of a similar type.

A. M. Bell, of Halifax, said the Halifax board had agitated for the establishment of the technical college because they had been hounded to it by the Mining Association. He thought it would be inconsistent for the board to vote to have consolidated colleges, after they had asked last year that the governments separately should establish the institutions.

Unite the Provinces.

Geo. E. Corbett, of Annapolis, said he would strongly support the resolution of Prof. Andrews, and would give \$300 to help carry it out. They wanted to bind the three provinces closer together. "Bury your dirty old polities," he said, "and vote for the resolution."

Mr. Bell, of Halifax, again argued that the Nova Scotia members could not consistently support the resolution, nor did he think the Maritime board should do so. J. L. Stewart, of Chatham, N.B., said he could see no objection to the resolution going through as read. It would not interfere with what was being done by Nova Scotia.

Mr. Armstrong—"What is New Brunswick going to do?"

Mr. Stewart—"I don't think your remark is apropos and I don't feel called upon to answer it." He went on to say that he thought the board should adopt the resolution and that much good would result from the establishment of such institutions.

Mr. Birch, of Alberton (P.E.I.), thought the arguments being used in

favor of giving the young men of the provinces a technical education were directly in opposition to the resolution moved by Mr. Robertson that had just been adopted.

As soon as the young men learned the mysteries of some trade, they left their farms and went to the west where they got positions on the railways and so on. They wanted to keep the young men home. "Chickens at a distance," he said, "have very fair plumage, and they want to follow that plumage. It don't look quite so good when they get close to it. Oftentimes when the farmer wakes up in the morning now, he sees his young men disappearing in the dawn on a train for the west." (Applause and laughter.)

He thought manual training or technical education made young men feel that they wanted to go out and find a soft spot on which to lie down. Mr. Birch's remarks were greeted with

trial scientific research in Maritime Canada."

E. B. Elderkin of Amherst moved that a committee of two from each province be appointed to approach the governments of New Brunswick, Nova Scotia and Prince Edward Island, to see what could be done along the lines of the resolution. Carried.

THURSDAY MORNING.

Favor Extension of Government Control of Railways.

When the meeting was called to order on Thursday morning, E. H. Armstrong again brought forward his motion regarding the acquirement by the Government of the railways in Nova Scotia, and New Brunswick, and it was carried.

Dr. Pugsley supported Mr. Armstrong's resolution. Mr. Loggie, M.P., referred to the fact that the Dominion Government had done a wise thing to take over the Canada Eastern Railway. The great difficulty was that no percentage of dividend had ever been paid upon the millions invested in the I.C.R. Who was paying for this loss? The people, of course, were the ones who paid. He knew that at the present time the people of Canada were unitedly opposed to any extension of the I.C.R., but Dr. Pugsley's suggestion was a good one.

A. M. Bell, of Halifax, thought that the commercializing of the I.C.R. was a most desirable one. He suggested that a committee should be appointed to wait upon the various Provincial Governments with a view to fulfilling Dr. Pugsley's resolution. He read a short resolution to this effect, and it was passed.

Mails at Sydney.

H. F. McDougall, of Sydney, then brought up the question of the landing of mails at Sydney. He referred to the success of the various trials of landing the mails at Sydney, and the speedy distribution of these mails. Sydney, therefore, looked for the support unanimously of the three Maritime Provinces in reference to the use of Sydney as the mail port of call, during the open navigation season.

Running Rights for C. P. R.

He then presented the following resolution:

Whereas, Several experiments have been made in the transfer of the English mails to and from Canada at Sydney harbor;

And whereas, These experiments have demonstrated beyond doubt that by the Sydney route the English and European mails can be delivered to all points in Canada earlier than by any other route;

And whereas, It is the general belief that the Canadian Pacific Railway Company, as well as the Allan Company, are opposed to the landing and embarking of mails and passengers at Sydney, and prefer, during the navigation of the St. Lawrence, landing mails and passengers at Quebec;

And whereas, It is inconsistent with reason that Canada should continue to subsidize a mail and passenger service to run parallel with the Government system of railway over a distance of some 800 miles and thereby delay for many hours the delivery of mails;

And whereas, The Maritime Provinces are deeply interested in the landing of



W. L. LOGGIE,

Member Executive Committee of the Maritime Board of Trade.

hearty laughter and applause and cries of encore.

Prof. Andrews said that manual training helps to keep the young men here, but anyway, they should give them the best education possible.

President Fisher told of his recent trip to California, where he had visited several technical education colleges and had seen the men at work at forges and other forms of labor. He saw over 500 men at work in these institutions. Such education as this he thought would keep the young men at home, as they would be needed.

The motion was adopted as follows:

"Resolved, That for the sake of greater practical results, we urge the governments of the three Maritime Provinces to confer or appoint a commission to confer for the purpose of devising some plan for consolidating the work of technical education and indus-

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mails and passengers at Sydney during the season of St. Lawrence navigation and until such time as a more permanent and definite service is established;

And whereas, The C.P.R. system is more closely interested and connected with this traffic than any other in Canada, the Sydney Board of Trade, after due consideration, express the opinion that the privilege of running rights over the Intercolonial from St. John to Sydney, to the C.P.R., would greatly facilitate the adoption of the Sydney route.

Therefore, resolved, That this Maritime Board of Trade recommend the granting of such running rights for mails and passengers to the C.P.R. from St. John to Sydney;

Further resolved, That this Board reaffirm the resolution passed at the annual meeting last year at Amherst recommending the Government of Canada to insist on all mails to and from Canada by the St. Lawrence, to be transferred to Sydney.

The resolution was seconded by M. G. De Wolfe.

Mr. McDougall continued by stating that the resolution had no thought of interfering with any movement regarding the landing of mails at Halifax or St. John during winter. He spoke at considerable length upon the resolution claiming that Sydney was the only point of call uniquely advantageous for distributing mails promptly and satisfactorily. Sydney would, no doubt, do their utmost to give certain concessions to the C.P.R.; for instance, running rights might be pointed out, and when any other trans-continental road could offer anything like a parallel claim, it should be considered.

Mr. De Wolfe asked if this were the first effort made by Sydney to get recognition.

Mr. McDougall replied that it was the first.

W. F. Hatheway, St. John, referred to a principle established by resolution a year previously, at Amherst, regarding Sydney. He was glad to know that the mail venture at Sydney had proven a success. He suggested that one or two words should be added, such as after "running rights," the words "for mails and passengers."

Mr. McDougall acknowledged that those words should be added.

Mr. Hatheway pointed out that the term "running rights" was vague and to the railway men it was peculiarly broad.

Mr. Loggie urged that the subject matter of the resolution be separated. All would concur regarding the advantage of Sydney as a port of call, but the granting of running rights to railways was another matter. He would oppose the portion of the resolution which would grant running rights to any outside railway.

Mr. McDougall was willing to eliminate the clause re running rights.

Mr. De Wolfe referred to the trouble they had last year over this same question. Halifax Board of Trade and St. John Board had an interest in these mail questions. There was a "nigger in the fence" somewhere, and Halifax and St. John men should come out and say what they thought.

Mr. Campbell said he agreed with Mr. McDougall re the concessions to the C.P.R. The C.P.R. had the fastest steamers on the route of Canadian call, and,

no doubt, the hitch was in the possibility of the C.P.R. not getting running rights.

Treated Scandalously.

He thought the Maritime Provinces had been treated scandalously by the mail service passing their doors and then being sent back after twenty-four hours or more. In the matter of passengers, they should be given the privilege of landing at the nearest port. He would urge strongly the resolution being maintained as it stood.

H. J. Logan, M.P., agreed with the resolution in the main, and spoke strongly regarding the carrying of mails away up the St. Lawrence and then returning them to the provinces. It was folly to fear the running rights of any railway. The more trains run over our tracks meant more business. Every railway company should have running rights over the I.C.R. He endorsed the resolution.

The resolution was put and carried.

Mr. Duff-Miller was then called upon. He spoke of his pleasure at meeting the prominent business men of the provinces.



M. G. DE WOLFE, KENTVILLE.
Auditor Maritime Board of Trade, who
has not missed a meeting in a
dozen years.

The agents-general in all ports required more co-operation from districts, so that information supplied would not be lacking in detail. He illustrated it by a printed form for the labor demand, giving details exhaustively as to kind of work available, how many men were wanted, also the class of men, young or old, married or single. Then such information as farms being for sale, other business chances, etc.

The information regarding the Maritime Provinces was vague. He instanced it, as time after time, immigrants went west, instead of east, in Canada.

The Government should be appealed to to get a special grant for the immigration to the Maritime Provinces. He was anxious to have the literature of the province re immigration, more concentrated.

The Eleanor Home was mentioned in passing, and he believed several others similar in nature would be established at different ports of the provinces.

He mentioned the Anglo-French exhibition to be held in London, Eng., next year, where the provinces should be elaborately represented. The Duke of Argyll had suggested a panoramic view of Annapolis valley, the St. John river and others.

A. M. Bell then moved that a vote of thanks be accorded Mr. Duff-Miller. Mr. De Wolfe seconded it and spoke strongly in approval of Mr. Duff-Miller's work.

West Indian Trade.

The betterment of trade with the West Indies was then brought forward by the St. John Board of Trade.

H. J. Schofield, who had visited the Indies on a trip, accorded by Pickford & Black last winter, on behalf of the St. John board, spoke. He was anxious to find out what we were able to export to the West Indies that we were not selling at present. He thought there was a large market for manufactured goods, but Canadians were so occupied with the work of filling orders at home, that he believed it would be years before any large attention could be given to the Indies. The Americans had caught the market by pleasing the customers.

The following resolution, moved by Mr. Schofield, and seconded by A. M. Bell, was adopted.:

Resolved, That the interchange of natural products between Canada and the British West Indies with British Guiana should be encouraged in every possible way by preferential tariff in both countries, by the establishment at the seaboard of jobbing houses to handle export and import traffic, and by a more frequent steamship connection as soon as possible.

It was also resolved that the Maritime Board of Trade approves of the exchange of visits between Boards of Trade in Canada and Chambers of Commerce and Agricultural Societies in the West Indies and British Guiana, and extends a hearty invitation to these bodies in the various communities of the West India islands and British Guiana to visit Canada at the earliest opportunity.

Mr. Fisher asked that a vote of thanks should be tendered the delegates of the St. John and Halifax boards, who had, at great expense of time, if nothing else, visited the Indies and had taken such excellent care of the subjects in hand. This was put in the form of a resolution and carried as follows :

Resolved, That the very hearty thanks of the Maritime Board of Trade be tendered to the gentlemen who visited the islands of the British West Indies and British Guianas in the interest of reciprocal trade between Canada and the West Indies, and also to Messrs. Pickford and Black, whose enterprise and courtesy in suggesting the idea and providing free passages made the scheme possible.

The Three Short-Haul System.

Transportation facilities in Prince Edward Island then came up, being presented by H. A. Hughes, of Charlottetown. The following resolution was adopted :

Whereas, The trade of Prince Edward Island has been seriously handicapped for many years past owing to the difficulties of navigation and the excessive freight rates demanded by reason of three short-haul freight rates between points on Prince Edward Island and points on the mainland ;

And whereas, The freight rates prevailing to and from Prince Edward Island are altogether disproportionate with those prevailing from Montreal eastward, as will be seen from the following:

From Montreal to St. John, 9c per 100 lbs., plus 1½c for elevation; distance, 735 miles.

From Montreal to Halifax, 9c per 100 lbs., plus 1½c; distance, 832 miles.

From Montreal to Sydney, 16½c per 100 lbs.; distance, 977 miles.

Regular rates on grain in carloads from Tignish to St. John, 26c per 100 lbs.; distance, 428 miles.

From Tignish to Halifax, 23c per 100 lbs.; distance, 309 miles.

From Tignish to Sydney, 26c per 100 lbs.; distance, 380 miles.

And whereas, The Province of Prince Edward Island, being a part of the Dominion of Canada, has to contribute its full share of the cost of maintenance of all Government-owned and subsidized railways and steamers, should, therefore, be entitled to equal privileges, mile per mile, with the upper provinces, over all such railways and steamers, due allowance being made for extra handling of freight from cars to and from steamers;

Resolved, That in the opinion of this board, the Government be and is hereby requested to so equalize the three short-hauls system of transportation of P. E. Island with the continuous haul of the other provinces, with which it is in competition;

And further resolved, That Prince Edward Island be placed on the same basis as to import and export rates to and from ports outside of Canada as are accorded to the other provinces of the Dominion.

Inadequate Transportation.

The following resolution was also passed:

That whereas, Steamboat passenger rates to and from the Province of Prince Edward Island are excessive;

Therefore, resolved, That this Maritime Board of Trade respectfully urge upon the Government the necessity of adjusting such steamship rates, whether on Government boats or those subsidized by the Government, so as to permit to the Island Province the minimum rates, mile per mile, charged by the Dominion Systems of Railways.

Mr. Hughes said that they were competing with Ontario and evidently transportation facilities were against them. Mr. Birch, of Alberton, also spoke. The Ontario man, he said, could market his stuff in the provinces at one-third less than the man in Prince Edward Island.

Mr. Logan spoke of the lack of cars on the I.C.R. at certain seasons, and referred to it as a vital issue. The trouble existed all over, but he offered the following resolution, which was seconded by Mr. Elderkin, and carried:

Whereas, The lack of sufficient rolling stock on the I.C.R. is the cause of great inconvenience and loss to patrons of that road, and seriously impairs its earning power;

Therefore, resolved, That this board strongly urges the Railway Department to purchase as soon as possible sufficient additional rolling stock to meet the rapidly-increasing traffic along the line.

Mr. Logan then continued by referring to the Grand Trunk Pacific. He spoke of the unsuitable selection of the route of the I.C.R., so that the grades of the

road in certain points were almost impracticable. He took up the various grades of the I.C.R. to show that the road was unfit to form a part of the Grand Trunk Pacific, and offered the following resolution, which was seconded by A. M. Bell, and adopted:

Whereas, The portions of the Intercolonial Railway, between Moncton and Halifax, and between Moncton and St. John, are under the N.T. Ry. contract to form part of a transcontinental railway system;

And whereas, The curves and grades on these portions of the line, owing to the location of the road, in many cases, are severe and excessive;

And whereas, The increasing business will cause a congestion of traffic on a single track;

Therefore, resolved, That in the opinion of this board steps should be taken at once by changing route where necessary, by reducing curves and grades and by double-tracking to put these portions of the I.C.R. in a proper condition to become part of a great transcontinental railway system.



CHAS. M. CREED, HALIFAX.
Permanent Secretary-Treasurer of the
Maritime Board of Trade.

A Tunnel for Prince Edward Islanders.

Rev. A. E. Burke then took up his time-honored proposal of the tunnel. He cited carefully the sufferings of the islanders who were sometimes shut up there without any communication and often at great peril, not only to the lives of the citizens, but especially to the trade of the province. He pointed out that there was a strong request from P.E.I. to have direct and continuous communication with the other provinces. He felt that the justice of the tunnel was growing every year.

Continuous communication with P.E.I. was a part and parcel of the compact of Confederation, and it certainly had not been fulfilled.

Rev. A. E. Burke quoted a poem, which he had printed on a picture post card, which, when held to the light, revealed the tunnel as it existed in his prophetic mind. This caused great amusement. Mr. Logan, M.P., followed in support of the distinguished reverend delegate's proposal. He believed that the Govern-

ment should keep its promise to P. E. Island, and he believed they would keep it.

The following resolution was then adopted:

Resolved, that this Board does hereby reaffirm its resolution passed unanimously at Yarmouth, in 1905, and reaffirmed at Amherst in 1906, asking for the speedy construction of a tunnel between Prince Edward Island and the mainland.

Rebating on Scheduled Rates.

A. E. McMahon, of Kings County, spoke in regard to the rebating on freight rates in the matter of shipping apples and other farm produce from the Annapolis Valley. He said it was costing about 20 cents a barrel more than it should cost. This was caused by the commission merchants making outside arrangements with the steamship and railway companies. He presented the following resolution which was seconded by Mr. Peel, and adopted:

Whereas, certain steamship companies are receiving subsidies from the Dominion Government to aid them in conducting a legitimate carrying trade and whereas it is known that said steamship companies have made and are still making private arrangements with speculators, foreign apple receivers, or their agents at home or abroad, the same being detrimental to the interest of the growers, and legitimate dealers in the Maritime Provinces.

Therefore resolved that all steamship companies receiving subsidies from the Dominion Government shall be obliged by the Government to advertise rates for carriage of goods to foreign ports and that said rate shall be subject to and under control of the Railway Commission, and that any steamship company departing from said advertised rate shall be deprived of said subsidy by the Government.

Mr. Kinsman then brought forward a resolution in the interests of the growers in Kings County, which was worded as follows:

Whereas, arsenic of lead is taking the place of paris green in the extermination of pests, it is therefore resolved that the attention of the Government be called to this matter, and that the Government be requested to have the duty on arsenic of lead abolished.

This was seconded by M. G. De Wolfe, who mentioned one tree which yielded 27 barrels of Gravensteins in one year, and this was owned by Mr. Kinsman, to whom he offered his compliments.

Grants to Shipbuilders.

Shipbuilding and a bonus was then brought up by the Halifax Board. J. E. De Wolfe, of Halifax, presented the following resolution, which was seconded by Geo. Robertson, and adopted:

“Whereas, the substitution of steel for wood in the construction of ships has reduced Canada from her position as one of the four greatest shipbuilding and shipowning countries of the world to a place amongst the most unimportant;

Thirteenth Annual Meeting

"And, whereas, her coast line on two oceans of over two thousand (2,000) miles, with enormous lake and river navigation leading to the interior of the continent, has produced not only a great coastwise and foreign trade, but a large population skilled in maritime affairs;

"And, whereas, Canada possesses all the natural facilities and materials for the production of steel vessels, but is prevented from utilizing them by reason of the skill and capital employed in British yards, which have established England's supremacy in this industry, the products of which are admitted free to our coastwise as well as foreign trade;

"And, whereas, the above conditions prove that Canada can never regain her position as a maritime country unless the Government offers inducements by bonus or otherwise to shipbuilding companies to establish that industry;

"And, whereas, several municipalities and Boards of Trade in the Maritime Provinces have memorialized the Dominion Government to grant aid to the industry by means of bonus or otherwise;

"And, whereas, a similar memorial from parties interested in this industry in Canada has also been presented to the Government;

"Therefore, resolved, that the Maritime Boards of Trade hereby endorse and approve the principle of a bonus to steel shipbuilding as offering a new and profitable field for the utilization of our steel products, the employment of skilled labor, and, more than all, in the creation of a new mercantile marine, which was formerly a great source of wealth to our country;

"And, further resolved, that this Board urges the Government to pass necessary legislation at the next session of Parliament, granting a bonus to steel shipbuilding within the Dominion."

The Dog Nuisance.

The question of the sheep industry in certain sections being ruined by dog nuisances, was next taken up by D. C. Crosby, Berwick. He backed up his statement by quoting from Mr. Chipman, agricultural secretary of Nova Scotia. Large numbers of farmers had given up their occupation owing to this dog nuisance. He offered the following resolution, which was adopted:

That whereas our country is now overrun by thousands of dogs which are of no benefit to it, but are the cause of much damage in many lines, especially in that of sheep products;

"Therefore, resolved, that the Maritime Board of Trade recommend that the local Governments of the Maritime Provinces at the next session of Parliament, do enact such laws as may be effective in controlling the dog nuisance and ridding the country of this pest.

Prohibitive Postage Rates.

J. L. Stewart, of Chatham, brought in the following resolution, which was seconded by J. P. Maloney, and adopted:

Whereas, although the Postmaster-General reports a surplus of receipts over expenditures in his department, the postage on miscellaneous printed matter has been doubled, and,

Whereas, the postage on papers sent by publishers to subscribers in the United States has been increased from one-half a cent to four cents a pound, and,

Whereas, this oppressive and unreasonable tax has caused Canadian newspapers to lose the greater portion of their circulation in the United States, thereby severing the strongest tie between Canada and our expatriated countrymen; therefore be it

Resolved that, in the opinion of this Maritime Board of Trade, these increased postage rates should be reduced to the rates prevailing before the present increase was adopted.

The Steel and Coal Dispute.

H. F. McDougall then brought up the Iron and Steel Company trouble with



W. S. FISHER, ST. JOHN.
Retiring President Maritime Board of Trade.

the Coal Company, and offered the following resolution, which was adopted:

Whereas, the Maritime Board of Trade assembled at St John, N.B., on this the 22nd day of August, 1907, feel a deep interest in the successful development of all industries that have for their object the upbuilding and general advancement of Canada, and more particularly that which concerns the Provinces of Nova Scotia, New Brunswick and Prince Edward Island.

And, whereas, this Board is pleased with the progress of development of our coal and iron industries, and the visible and undoubted prospects for their great future advancement;

And, whereas, this Board learns with deep regret that a dispute has arisen between the two largest corporations en-

gaged in those industries in Canada, namely, the Dominion Coal Co., engaged in the development of our largest coal fields, and the Dominion Iron & Steel Co., engaged in the manufacture of iron and steel—both in Cape Breton—and that such dispute is in respect to the supplying of coal for use in the making of iron and steel, and that such dispute has assumed the form of expensive litigation in the courts, and that such dispute and litigation is now and has from its inception hampered and most seriously injured the trade and commerce, as well as the general financial standing of the communities immediately concerned in the successful development of these two very important industries;

And, whereas, the facts relating to this dispute are now before the public, taken in sworn evidence before a judge of the Supreme Court of Nova Scotia, at Sydney;

And, whereas, a continuation of this dispute before the courts threatens one or the other, or possibly both, of those corporations with serious loss and injury, and thereby further hamper and retard the advancement of the industries in question and the progress of the business interests of the country generally;

And, whereas, both these industries are in the enjoyment of important franchises from the public through the Parliament of Canada and the Legislature of Nova Scotia in the form of bounties, duties, mining rights and royalties, and are also enjoying municipal assistance in respect to taxation, etc.:

Be it therefore resolved, that this Board regard it the duty of the Federal Government representing Parliament and the people to call upon the two great corporations involved in this unfortunate dispute and insist upon an immediate friendly settlement and in so doing have the co-operation and assistance of the Provincial Government of Nova Scotia.

And further resolved that in the event of such immediate settlement being delayed for any unreasonable time the disputing corporations be advised that Parliament and the Legislature of Nova Scotia may be called on to consider the advisability of withdrawing in whole or in part the valuable concessions granted to those corporations for the proper development of those important industries.

The Nominations.

The report of the nominating committee was recited and A. M. Bell, the new president, was asked to take the chair, which he did, amid much applause. The committee reported as follows:

For President, A. M. Bell, Halifax; First Vice-President, Hon. Geo. E. Hughes, Charlottetown; Second Vice-President, W. B. Snowball, Chatham; Secretary, E. A. Saunders, Halifax; Permanent Secretary-Treasurer, Chas. M. Creed, Halifax; Auditor, M. G. De Wolfe, Kentville. Committee—A. E. Burke (chairman), W. L. Loggie, E. H. Armstrong, J. E. De Wolfe.

It was recommended that \$25 be added to the Permanent Secretary's stipend for present year.

Rev. Father Burke paid a graceful tribute to W. S. Fisher, the retiring President, which was cordially received by a vote of thanks. The whole body rose and sang "He's a Jolly Good Fellow." Three cheers were given for Mr. Fisher, who responded suitably.

M. G. De Wolfe moved a vote of thanks to the Press, and especially to the MacLean Publishing Co., which was carried.

It was decided to meet in Halifax next year.

A special vote of thanks was tendered the St. John Board of Trade for their cordial entertainment of delegates.

The following financial statement was submitted by Mr. Creed and adopted:

St. John, N.B., Aug. 22, 1907.
The Maritime Board of Trade to Charles M. Creed, Secretary-Treasurer:

Dr.	
General expenses	\$137.72
Secretary's salary	150.00
<hr/>	
	\$287.72

Cr.	
By balance on hand	\$ 71.48
Subscriptions paid	265.36
do., unpaid	57.40
<hr/>	
Balance ...	\$106.52

Examined and found correct.

M. G. DE WOLFE,
Auditor.

A Pleasant Excursion.

The convention concluded by a well arranged excursion up the St. John River to Evandale, about thirty miles from the city.

The visiting delegates, and their lady friends were the guests of the St. John Board of Trade. The weather was perfect, the sail and scenery most enjoyable, and the whole event unique from every standpoint. About three hundred guests attended, and dinner was served to part of these on the steamer, and another portion at John O. Van-

wart's dining-room, at Evandale. The return trip was made by moonlight, and the scene will not be forgotten easily.

Music was furnished by a first-class orchestra, and songs and speeches filled in the programme. On the way down the majority of the passengers assembled in the saloon, where the witty island clergyman, Rev. A. E. Burke, eulogized

Sears, of St. John; Geo. Robertson, M.P.P., J. E. Birch, of Prince Edward Island. A. M. Bell, the new President of the Maritime Boards of Trade, was also called upon, but it was said that he was either too modest, or too busy entertaining the ladies. "We do not see him neither do we hear his tongue," said Rev. Mr. Burke, amid laughter.

Rev. Burke also said that he had been asked by the Prince Edward Island and the Nova Scotia Boards to express their hearty thanks for "the magnificent hospitality" of the St. John Board of Trade. J. E. De Wolfe at this point extended a cordial invitation to the Maritime Boards to attend the meeting at Halifax next year, when an effort would be made to reciprocate to some extent the kindness of the St. John Board.

"Auld Lang Syne" and the National Anthem brought to a close an excursion that will leave behind memories as unfading as the sky. The committee in charge of the arrangements were T. H. Estabrooks, H. B. Schofield and Ernest Barbour, who were ably assisted by the other members of the Board.

On the excursion a special committee meeting was held, in connection with the resolution passed at the convention, referring to the purchase of railway branches by the Intercolonial Railway. The following committee was selected to interview the Governments of their respective Provinces on this subject: New Brunswick—T. H. Estabrooks, J. H. McRobbie, St. John; W. B. Snowball, Chatham; John Morrissey, M.P.P., Newcastle; J. T. Hawke, Moncton. Nova Scotia—A. M. Bell, Geo. E. Falkner, Halifax; F. P. Whitman, Annapolis; P. C. Moore, Sidney; E. H. Armstrong, M.P.P., Yarmouth.

Technical Education.

The following committee was appointed to interview the government of their respective provinces on this subject: New Brunswick: W. S. Fisher, W. B. Snowball; Nova Scotia: A. M. Bell, H. J. Logan; Prince Edward Island: Rev. A. E. Burke, Hon. G. S. Hughes.



T. H. ESTABROOKS, ST. JOHN,
A leading tea merchant of Canada.

the retiring president of the Board, W. S. Fisher. In closing he conferred upon Mr. Fisher "The Order of the Sun Flower," by pinning a handsome life-sized specimen of the flower on his breast. Cheer after cheer, greeted Mr. Fisher, as he rose to respond, "For He's a Jolly Good Fellow" was sung heartily, and Mr. Fisher responded suitably. Among the others who spoke were Mr. Logan, M.P., Hon. Wm. Pugsley Mayor



Near Antigonish on the I.C.R.



Halifax and Harbor from the Citedal



Fort Mulgrave

